phical areas with an average slope of 30 per cent or more may be designated as hill blocks/taluks; and

(iii) Compact regions with geographical area of 100 sq. kms. or more within a block or located in more than one administrative unit may be designated as mini-hill-tracts.

3. The Sub-Group has, however, recommended that the present coverage of the Hill Areas Development Programme (HADP) may not be disturbed.

4. In its meeting held on 24-5-85, the Working Group on Hill Areas felt that a view on the criteria will have to be taken after undertaking mapping exercises based thereon and, further, some flexibility in terms of altitude may have to be built in. The report of the Working Group is to be placed before the Planning Commission for consideration.

5. The question of inclusion of new areas under the HADP will be considered by the Planning Commission in the light of the above. The request of Andhra Pradesh for inclusion of Eastern Ghats under the HADP will be taken into consideration at the appropriate time.

Compensation paid to the victims of the air accidents

252. PROF. C. LAKSHMANNA: Will the PRIME MINISTER be pleased to state:

(a) the amount and the details of the compensation to be paid to the victims suffering loss of limbs or permanent disability and to the next of the kin of those who die in the air accidents involving the Air India, Indian Airlines, Vayudoot and planes operated by public sector undertakings, private companies and individual owners; and

(b) the details of accidents and payments made during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) *International Carriage*:

The amount of compensation payable to the passenger in the event of wounding or his suffering any bodily injury or to his heirs in the event of his death, is governed by the Warsaw Convention, 1929 as amended by the Hague Protocol, 1955 as incorporated in the Carriage by Air Act, 1972.

In terms of the provision of Article 22(1) of the 1st Schedule to the said Act, the liability of a carrier for each passenger is limited to the sum of 1,25,000 Francs if the carriage is between the territories of two contracting parties to the original Warsaw Convention. 1929 and 2,50,000 Francs if the carriage is between the territories of the state parties to the Warsaw Convention as amended by the Hakue Protocol. The sum mentioned in Francs refer to a currency unit consisting of 65.5 milligrams of gold of millesimal of fineness 900. Conversion of this sum into national currency other than gold shall be made according to the gold value at the date of the judgement by the Court seized of the case.

Non-International (Domestic) Carriage:

In the event of the death of a passenger or any bodily injury or wound suffered by him which results in a permanent disablement incapacitating him from engaging in or being occupied with his usual duties or business or occupation the liability of the carrier for each passenger shall be Rs. 2 lakhs if the passenger is 12 or more years of age and Rs. 1 lakh if the passenger is below 12 years of age on the date of accident.

In the event of wounding of a passenger or any other bodily injury suffered by him which results in a temporary disablement entirely to his preventing him from attending to his usual duties or business or occupation, the liability of the carrier for each passenger shall be limited to a sum calculated @ Rs. 200/- per day during which he continues to be so disabled or a sum of Rs. 40,000, whichever is less.

The above rules apply to the carriage of persons performed by aircraft for reward and also to such carriage when performed gratutiously by an air transport undertaking. Therefore, these rules apply to Air India, Indian Airlines, and Vayudoot. These rules also apply to private companies if the carriage is for reward. In the case of individual owners the aircraft are registered in private category and the provisions of the Carriage by Air Act, 1972, are not attracted.

(b) The requisite information is given below:—

Details of fatal accidents to Indian registered aircraft during last 3 years (from 1.7.82 to 3.6.85)

Sl. No.	Date and place of accident.	Type and Regn. of Aircraft.	Operator	No. of fatalities.	Details of compensation paid.
1	3-7-1982 Behala Calcutta	VT-DYT Pushpak	Flying Training Institute Behala.	2	The information is being collected and will be laid on the Table of the Sabha.
2	4-8-83 Ludhiana	VT-DZF Beech Bonanza.	M/s. R.K. Machine Tools Pvt. Ltd., Ludhiana.	3	Do.
3	14-8-83 Chamoli	VT-DZR Bell 47G5 Helicopter.	M/s. Bharat Commerce and Industries Ltd.	2	Do.
4	18-3-84 Madras	VT-DPS Pushpak	Madras Flying Club, Madras.	1	Do.
5	27-10-84 Ahmedabad	VT-EGI B-737	Indian Airlines	1	Do
6	15-2-85 Dalm Hill (Bihar)	VT-DZM Bonanza	Tisco Private Limited.	1	Do.
7	23-6-85 Atlantic Ocean	VT-EFO B-747	Air India	329	Do.

Deployment of BSF/CRP at Merapani Golaghat

253. SHRI F. M. KHAN:
SHRI SYED AHMAD HASHMI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some incidents of clashes occurred at Merapani-Golaghat on Assam-Nangaland boundary between the two State forces;

(b) the total damage of houses shops burnt down, persons displaced, cattle killed. Armed men and civilians lost their lives and injured and missing;

(c) whether Government propose to post/deploy BSF and CRP personnel in the affected area; and